

ACCUSED OF SLAYING PRETTIEST GIRL GERMAN SEA TERRORS CAPTURED BY THE JAPS

40,000 SEE TIGERS AND HARVARD PLAY; CRIMSON FAVORITE

Fear Mexican Attack on U. S. Vera Cruz Army

SCHARNHORST AND GNEISENAU WHICH SANK BRITISH FLEET REPORTED TAKEN BY TOKIO

THIS IS THE OFFICIAL LINE-UP FOR HARVARD-PRINCETON GAME

HARVARD	PRINCETON
Harwick, right end	left end, Lambert
Trumbull, right tackle	left tackle, McLean
Pennock, right guard	right guard, E. Freeman
Bigelow, centre	centre, Gensert
Weston, left guard	left guard, E. Freeman
Parsons, left tackle	right tackle, Ballin (Capt.)
T. Goodidge, left end	right end, Shaw
Logan, quarterback	quarterback, I. Ames
Mahan, No. 1	No. 1, Moore
Brandle, No. 2	No. 2, Briggs
Frankie, No. 3	No. 3, Briggs

Referee—Langford, Trinity. Umpire—Williams, Penn. Ind. linesman—Hull, Brown. Time—15-minute periods.

By AL.

THE STADIUM, Nov. 7.—The powerful football eleven of Harvard and Princeton are ready for their titanic battle here this afternoon. The gridiron stars arrived here shortly after the noon hour and went to the locker building, where they received their final instructions from their respective coaches. The game began at 2 o'clock.

The big Harvard team still rules a favorite in the betting. Many wagers were made just before the game with Harvard a choice at odds of 10 to 7. The betting element was of the opinion that the Crimson's smashing attack would enable it to down the team from Jugtietown. The struggle will be witnessed by close to 40,000 persons. There was an early rush for the stadium and the seats filled up very quickly. There were only a few vacant seats just before the contest started. Most of the followers of the two big teams were out early as they did not wish to miss any of the preliminary events to the great battle.

Continued on Page 7, Column 1.

NEW YORK, Nov. 7.—Mexican troops may soon attack Vera Cruz, according to a paper here which prints under an El Paso date, a story in part as follows: "General Funston's American army of 2,000 at Vera Cruz will quickly be attacked by General Candide Aguilar's numerically superior Constitutional forces, if plans now under consideration mature, according to dispatches received from Mexico City last night at war move. "Those dispatches said that Carranza, some of his Cabinet and his personal staff are travelling by rail from Puebla to Ocotlán, which is about sixty miles west of Vera Cruz. Carranza has summoned General Aguilar and staff to meet him at Cordoba for a conference regarding steps to be taken to bring about the evacuation of the port by the American occupants and to plan for the administration of the city after General Aguilar's forces occupy it.

"Estimates of the number of men under General Aguilar's command vary widely. American army officers at Vera Cruz have given the total strength as 4,000 to 5,000. Constitutional agents here say Aguilar has 10,000 men heavily armed and provided with machine guns and field artillery. "Carranza's idea is believed to be to precipitate war between the United States and Mexico by an attack on Vera Cruz, and thereby draw to his leadership the present warring Mexican factions. "The only real issue in Mexico now, aside from the Villa-Carranza dispute and the land problem, is anti-Americanism, which is reaching a dangerous pitch. "The outcome of the Cordoba conference is expected to be an ultimatum to the United States and to General Funston, which is reaching a dangerous pitch. "The only real issue in Mexico now, aside from the Villa-Carranza dispute and the land problem, is anti-Americanism, which is reaching a dangerous pitch.

Brookline Police Hunt Jewel Thieves

The police of Brookline and Boston are searching for the burglars who looted the rear door of the residence of Herman F. Clark, No. 103 Boylston street, Brookline, and obtained silverware and jewelry valued at \$11,000.

Approve Report of Court-Martial

The court-martial which has been trying Ensign Earl W. Robinson of the battleship New Jersey on the charge of having dissolved after formally approving the report of the court-martial and its findings. The court-martial will be sent to Washington for approval by Secretary Daniels.

ARREST DUDLEY AS SLAYER OF SULLIVAN GIRL

Dr. Lionel Dudley, who was arrested in Boston as the result of the disappearance and supposed death of Mildred Sullivan, was taken in custody today in Boston, charged with the murder of the girl. The most startling development in the case today following the arrest of Dr. Dudley was the reported discovery of the body of the missing girl which is said to have caused the government to enter the charge against the young physician. Miss Sullivan had been missing since September 4. She went to the house to attend the harvest festival on September 1 and was not seen again. Dr. Dudley was reported to have been seen at the house at the time of the festival. He was seen to go to Mr. Marshall's house, where she stayed with Alice Michael until September 4. September 2 she and the Michael girl went to the village. At midnight Miss Sullivan was brought back to the house in an automobile, identified by witnesses as owned and driven by Dr. Dudley. The authorities charge that Dr. Dudley forced the girl illegally at his office and that she was conveyed in a public carriage to the house of Alice Michael, one of the defendants in the case, and that she was kept there. The State claimed from the time she was brought back to the house and that her body was smuggled away that night under a false name.

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The First 100 Days of the War

What has happened to date and the present
outlook in the world-wide struggle
analyzed by

HILLAIRE BELLOC

The greatest living writer on
Military Topics

**Exclusively in Sunday...
Tomorrow's... American**

A Tokio dispatch received in London today states that the cruisers Scharnhorst and Gneisenau have been captured in the Pacific while coaling. These were two units of the squadron which sunk the British cruisers Monmouth and Good Hope off the Chilean coast last Sunday.

This dispatch creates a mystery. Heretofore in the war, the German vessels have fought to the end against overwhelming odds. In the cases of the four destroyers sunk in the North Sea, the German Admiralty announced that those vessels were driven ashore rather than surrender.

Likewise, early in the war, the cruiser Magdeburg was stranded in the Gulf of Finland; and when a Russian fleet approached, the Germans—according to the dispatches—battered the Magdeburg to pieces, killing some of their own compatriots in the process.

Another instance was that of the Kaiser Wilhelm der Grosse, caught coaling by the small British cruiser Highflyer. The Kaiser Wilhelm—according to the German account—was struck in the ammunition hold early in the battle; the hold was flooded and the ship could no longer fight. But the Germans opened the sea cocks and sank the vessel rather than surrender.

In the battle of Heligoland Eight the British themselves attest to the fact that the German cruiser Mainz fought so desperately that when her bow was under water her stern batteries were still firing.

The whole course of the war to date has indicated the Ger-

COMPLETE STORY OF CAPTURE OF GERMAN TSING-TAO BY JAPS

TOKIO, Nov. 7.—With the capture of Tsing-Tao today by the allied Anglo-Japanese army, Germany is now deprived of all her Asiatic possessions. The German prisoners who were taken when the fortress surrendered are being placed upon transports and will probably be interned in Southern Japan.

The following official announcement relative to the capture of the German leasehold in China was made by the Japanese War Office:

Following a series of furious attacks by land, sea and air, the German fortress at Tsing-Tao surrendered this morning. A white flag was raised upon the weather observatory's binnacle about 7 o'clock, and we suspended firing. An officer was sent forward with a white flag, and he was informed by a messenger from the Germans that the defenses were willing to surrender. He was informed that the surrender would have to be unconditional, and to this he agreed.

Examination of Tsing-Tao shows that the city suffered severely from our fire. Shells from our land battery, our warships and our aeroplanes shattered a great part of the city. Conditions in the forts were very bad. Fort Hsiao-wan, Moku and Hiti were badly damaged. The British forces co-operating with the Japanese deserve much credit for their bravery in action.

The final assault was made Friday, when the infantry charged the middle fort of the first line of defenses and occupied it after furious fighting. The Germans resisted gallantly, defending the work with courage which won the admiration of the Japanese and British forces, but they were outnumbered, and the Japanese had been ordered to take the works at any cost. Many of the attacking force were killed, but the Germans were finally compelled to give way, and evacuated the fortress, losing 200 prisoners. The guns of this fort were turned against the other, and fresh artillery was rushed to the front.

General Yamada, who led the successful charge in person, directed the night battle, which terminated successfully for the allies. News of the fall of Tsing-Tao was sent at once to the British Foreign Office in London.

In the harbor were at one time blockaded ten warships.

HARVARD-PRINCETON GAME

FIRST PERIOD.—Briggs kicked off to Logan who hit the back hatch 15 yards. An exchange of punts gave Harvard the drive on 45-yard line. Frank's punt hit goal post and Princeton in Princeton 10-yard line. Briggs punted to Logan who kicked. Princeton's punt on Harvard 45-yard line. Logan got Briggs' punt on Harvard 15-yard line. Mahan punned, Princeton's punt on Harvard 35-yard line. Ames punned 16 yards on a fumble. Another fumble gave Harvard 2 yards on Princeton's 45-yard line. Mahan made 14 yards to back and from 35-yard line. Briggs punned to Logan who hit goal post. Mahan kicked field goal. Mahan kicked field goal.

Heir Is Born to Duchess of Croy

LONDON, Nov. 7.—John G. A. Latham, former Ambassador to Germany, has announced that a son was born to his daughter, the Princess of Croy, on Nov. 6. The Princess of Croy is the daughter of the late Prince of Croy and the Duchess of Croy.

THE WEATHER.

Fair and warmer tonight; Sunday unsettled; increasing westerly winds.
Sun rises 6:22, sets 4:32.
Moon rises 7:35 p. m.
High tide 1:48 a. m., 1:58 p. m.

HOW THE COLLEGE FOOTBALL TEAMS WILL LINE UP FOR BIG BATTLES ON GRIDIRON THIS AFTERNOON

PRINCETON HARVARD

BOTH CONFIDENT OF
WINNING OUTTODAY

Continued from Elmer Ross

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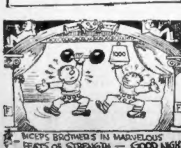
The All-American might be either

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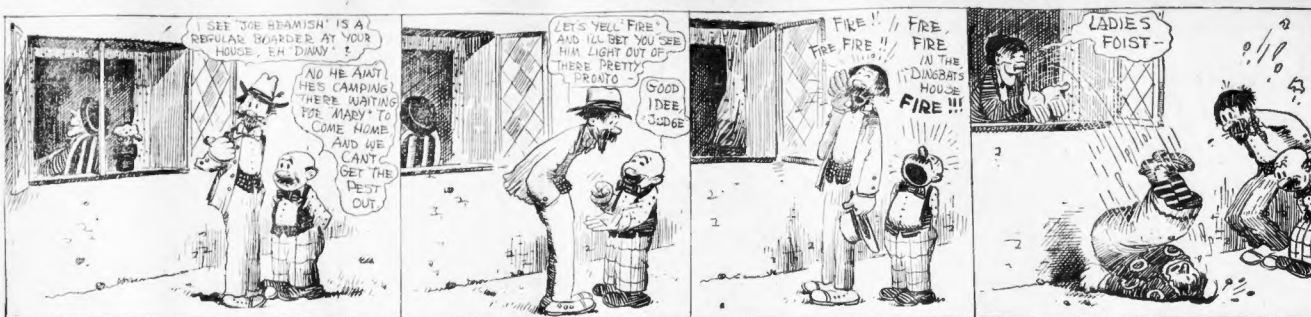
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Krazy Kat



THE DINGBAT FAMILY



ABIE THE AGENT



JERRY ON THE JOB

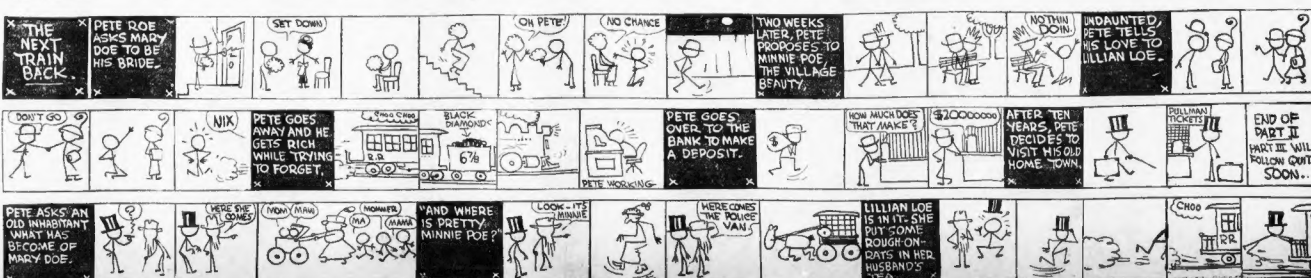


POLLY AND HER PALS



US BOYS

Remember Skinny Had His Foot Bandaged Yesterday? Had Run a Nail in It. We thought Nobody but a Chump Like Skinny Would Do a Thing Like That, but Skinny's Boss, Tom McNamara, Has Gone and Done the Same Trick--or Almost the Same--Nail in His Hand. So, While Skinny and His Boss Are Recuperating, We Show You the Movie Shrimp Flynn Saw Last Night



Sparkbaum's Too Slick for Our Sawed-Off Hero

All the Girls Wanted to Be Queen Elizabeth

Pa Is a Vindictive Old Parent

"DYE know," said Mr. Dooley, "I s'pose th' greatest practical joker in the wurld is th' fellow over in Paris that invints th' new styles that dhrapes th' charms iv th' ladies, God bless them. Oh, th' crool wag that he is."

Don't miss "Mr. Dooley on Dress," by F. P. Dunne, to be printed in TOMORROW'S SUNDAY AMERICAN. (By special arrangement with Hearst's Magazine.)

THE AMERICAN MAGAZINE PAGE

THE FORTUNES OF FANNY

She Fails to Fill Requirements in Seeking a Place as a Governess

By Virginia Terhune Van de Water

CHAPTER III.

Cornell, N.Y., Nov. 1908.

Fanny Heiden informed Mrs. Jacobs of her intention to seek a

boarding place today, if possible.

"I am grateful to you," the girl

said the morning after the music hall

experience, "for letting me stay here

last night. I will not bother you to-

night, I hope, for I'll get work to-

day. I will take a room at once."

Stella, who had forgotten her ill-

ness of last evening, laughed.

"You poor kid," she said, "I guess

you won't find it so dead easy to get

a job as you think. But come along

with me, and we'll try what you can

do at Stella's."

"And don't be silly, but come back

tonight," Mrs. Jacobs insisted.

"Thank you," Fanny replied. What

she could do after, if she got no

position, she could offer no excuse

for not returning; if she did secure

one, she could return for her trunk—

now reposing in the corner of the

kitchen—and explain that she

had taken board and lodging

somewhere else.

But there was no opening for her

at Stella's clean and crowded store.

The fact that she had no experience

as a clerk told against her.

She had not yet reached the point

where she was willing to take any

thing she could secure, for she still

had the idea common to many in-

experienced girls that "get work"

was easy.

She told Stella goodbye as that

"cheerful" way to her place behind

the ribbon counter. There were a

dozen of other shop ladies besides

Fanny remembered, and much more

over too. Yet as she tried a half-

dozen of them her hopes began to

fade. What reference could she give

—or the sentence she had learned to

draw out—"we don't need any more

employees just now. Later we

may—but at present we have all

we can use."

By eleven o'clock she was tired

of her back and feet ached. She

stroled into a small park and sat

down wearily. She had no idea

what she had left a morning

paper on the bench, the "Help Want-

ed" sheet turned outward. Perhaps

he or she had been looking for work

too. Fanny took up the paper and

read every notice with the keenest

interest, and she had not the

money to learn either. Bookkeepers

were wanted, but she knew nothing

of bookkeeping. Here was an ad-

vertisement for "export trimmings,"

but she could not fill. "Nursery gov-

ernments" she held the paper more

carefully. Why could she not apply for

that? She read the paragraph that

had caught her eye.

"The last sentence excluded her."

She certainly could make no her-

gauge but her own. She had not ex-

perience with the kind of work re-

quired, and was not so young as

people as Mrs. Jacobs and her family.

Interference with them had

given her a sense of her own im-

portance in education and breeding.

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Did It Ever Occur to You WHY We Owe Hundreds of Millions in Europe?

And Did It Ever Occur to You That Government Ownership of
Railroads Would Stop Piling Up That Debt? New Con-
gressmen, Please Take Notice.

(Copyright, 1914, by the Play Company)

You hear constantly of plans for "offsetting our debt to Europe."

You learn that we have to make payments over there every year amounting to tens of millions.

You know that we owe large sums to those who, in Europe, save their money.

You know that one very big reason why this nation owes money to Europe is THAT OUR RAILROAD GENTLEMEN HAVE RUN THEIR PRINTING PRESSES, TURNING OUT HUNDREDS OF MILLIONS OF WATERED STOCK, SELLING THAT STOCK IN EUROPE AND THUS MAKING THIS NATION A DEBTOR.

Our railroads have put out hundreds of millions and thousands of millions of securities representing nothing but air.

And some of our other big corporations have done the same—but not quite as extensively as the railroads.

Bonds have been printed representing nothing except the falsity or the ignorance and indifference of directors.

"Preferred" stocks have been printed by the hundreds of millions representing nothing but our railroad managers' preference for dishonesty as compared with honest methods of conducting a railroad.

And as for the common stock, as has been truly said, it is not water, but thinner than air.

We owe hundreds of millions to Europe because we have permitted our railroads, privately owned, dishonestly and stupidly managed, to issue thousands of millions of securities, peddle them out in Europe, and pile up a railroad debt against us.

You know, of course, that there is no American debt in Europe based on the POSTOFFICE.

THE GOVERNMENT OWNS THE POSTOFFICE, managed for the benefit of the people, economically, soundly—in spite of occasional official dishonesty and incompetence.

If our railroads were owned, as they should be, by the government, if enough of the money that they earn were put BACK into the railroads, instead of being put into private yachts, picture galleries, interesting European palaces and other extravaganzas, the railroads would now be thoroughly equipped, thoroughly provided for, and we should have no railroad debt.

As long as you allow the great public necessities of the United States to be managed by individuals—sometimes for the benefit of dividend owners, more often for the benefit of rascally insiders, as in the case of the New Haven—just so long will you have this nation piling up its debts abroad, selling to the foreigners what is really a mortgage on our highways and our national necessities.

Government ownership will stop the printing presses that turn out bogus railroad and other securities.

And government ownership will make us a CREDITOR nation instead of a debtor nation—taking us out of debt and putting us where a country of this kind should be, on a sound financial basis. Honest railroad men? Yes, there are plenty of them. But they do not CONTROL the railroads. They are employees. Ask the pirates indicted for swindling New Haven stockholders.

Washington Should Define and Defend Our Maritime Rights

Is it possible that the authorities at Washington, and particularly the Secretary of State, or his nominal subordinates who attend to the business of that department, are ignorant of the growing resentment among Americans over the British orders affecting neutral ships on the high seas?

And can it be possible that the government of Great Britain—which for the present is Lord Kitchener—is unaware of the fact that on this matter it is arousing irritation which may grow to positive enmity among our people.

British authors, like Chesterton, Bennett, Caine and the rest of the chorus, are filling the American press with articles expository of the British position in this war. They exalt the moral conviction manifested by the determination of England to protect the rights of neutral Belgium.

Meanwhile the British government draws perilously near the point at which it violates the rights of all neutrals on the world's greatest highway, the open ocean.

Americans have been reactive under the enforcement by British cruisers of the very doubtful "right" of stopping and searching our merchantmen bound to neutral ports. Such action recalls irresistibly the "right of search" which the British proclaimed in the early years of the nineteenth century, and in protest against which this nation fought the war of 1812.

Even more important in its effect upon our shipping and foreign trade is the proclamation of Great Britain closing the entire North Sea to merchant ships.

Never before has a nation in time of war asserted its right to bar all shipping from an open ocean. Such action amounts practically to a blockade of all ports in Denmark, Sweden and Norway, neutral nations all, and possessed of equal rights in the North Sea with Great Britain herself.

The British action, if it shall stand unchallenged and be maintained as announced by fields of mines and squadrons of patrolling warships, puts an abrupt end to American exports to the South.

CONTINUED ON LAST TWO COLUMNS

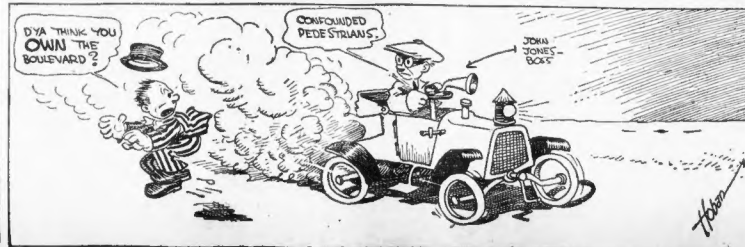
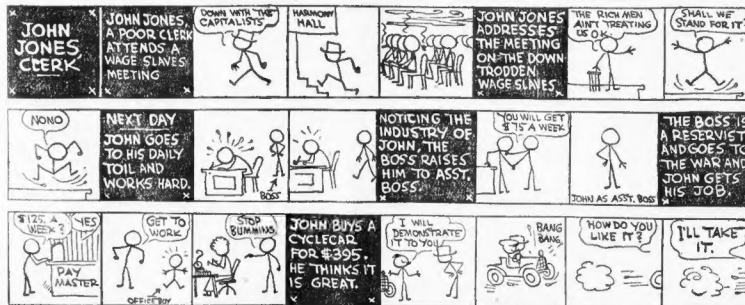
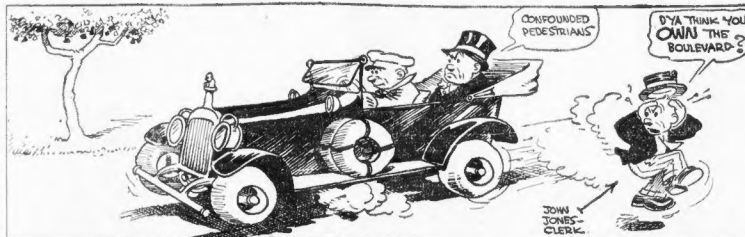
A Happy Afternoon at the Bungalows'

(Copyright, 1914, by International News Service)



WATCH OUT FOR TOM POWERS FUNNY PICTURES IN TOMORROW'S SUNDAY AMERICAN.

Sooner or Later



Brain Counts

What Has Gone On in the Brain of Man Through 500,000 Years
Has Made Him Ruler of This Earth—What Is Going On
in YOUR Brain NOW?

Thought has no weight, no size, no shape.

Knowledge weighs nothing, takes up no room.

In a part of the brain, smaller than the head of a pin, there might be stored away for all we know ALL THE KNOWLEDGE THAT MEN POSSESS AND A THOUSAND TIMES MORE.

All the facts that men call science, knowledge, history, might be packed away in a part of the brain so small that you could not see it.

Surely it pays to cultivate a brain with such possibilities.

These few words, taken from the full page editorial in tomorrow's

Boston Sunday AMERICAN, are worthy of deep and serious thought.

And, incidentally, these briefly expressed thoughts lead up to the point we wish to present, which is that we know of no better way for you to employ several hours of your time Sunday than reading the instructive and entertaining articles and news stories in tomorrow's Sunday AMERICAN.

Several pages will be devoted to the most interesting scientific stories of the day. No one can read these without gaining some knowledge of actual everyday life.

These stories are by experts, and the things they say are of actual service to you in your everyday home life.

This earth is like our brain.

Great parts of it are neglected. Great parts of it go to waste.

There are forests, swamps, deserts, mountains regions and oceans not occupied. They will all be used some day.

Which brings to mind that in the next few months a hundred thousand or more easterners are going to cross the continent to the Pacific coast to attend the Panama fair at San Francisco.

They will cross the great prairies, mountains and deserts in palatial trains, where a generation ago the prairie schooner creaked along behind its slow plodding team of oxen.

And what is more interesting, thousands will speed in motor cars over the great Lincoln highway, just being completed from coast to coast.

The Sunday AMERICAN will tell about this immense undertaking of building a comfortable road across the country and the consequent development of hitherto inaccessible places, and will print the story of the adventures of a Boston man who was one of the first to make the trip across the country by auto along the route chosen for the Lincoln road.

Perhaps the most widely-read story to be printed tomorrow will be the story of the Harvard-Princeton football game.

And if you are interested at all you will want to read the most accurate and intimate stories.

The Sunday AMERICAN has arranged to give its readers the two greatest football articles of the day.

Charles E. Brickley and Walter Camp, the greatest of all football players and the greatest of all football experts, will report the game exclusively for the AMERICAN. Their articles are the ones you will want to read.

A little statesmanship and politics is not amiss at this time, and the Sunday AMERICAN accordingly will print a most important interview with Senator Gallinger of New Hampshire.

Senator Gallinger, who seldom "talks for publication," unburies himself on many points in a way that will interest every politician in New England. He talks on his election, standpatism and all that.

The most startling story in New England today is the story of the little Vermont village of Bristol, where thirteen men have died within a few days from being poisoned by drinking low alcohol sold in a concoction as whiskey.

The whole State is stirred by the tragedy. The situation is dealt with at length in Sunday's AMERICAN.

And these are only a FEW of the "high lights" among the store of important and interesting articles in Sunday's Boston AMERICAN. In fact, we advise that you save over those sections which you do not find time to read on Sunday and read them during the week.

P.S.—Everybody in Peabody should be especially careful to order their paper today, as there is a story which will interest them all.

DO YOU KNOW THAT—

Boston had a municipal grain market nearly 200 years ago? The original town granary was set up on the Common in 1737 and grain was sold to the needy by the town's agents.

Washington Should Define and Defend Our Maritime Rights

CONTINUED FROM FIRST TWO COLUMNS.

divan ports and surrounds with difficulty and danger any maritime trade with Holland.

The high seas are as neutral as any territory the neutrality of which is guaranteed by a combination of powers. But Great Britain, which went to war because Germany invaded the neutrality of Belgium by marching her troops through its territory, now herself violates the neutrality of the North Sea by sinking her mines in its waters.

The administration at Washington cannot prudently continue to regard indifferently the gradual encroachment of Great Britain upon neutral rights on the high seas. Proper consideration for a growing public sentiment demands that some attention be given to the matter. Nobody expects, nor need anybody fear, that the United States will become embroiled in the world war through this issue. But if England is as eager for the good will of the United States as her spokesmen profess, an official protest will be sufficient.

Only a few weeks ago Austrian mines sank some Italian ships in the Adriatic—a high sea, as is the North Sea. Instantly Italy demanded reparation, and Austria withdrew her mines from the waters in which they had been placed in violation of the law of nations, paid heavy indemnities for the losses caused Italian subjects and made formal apology to Italy.

Is the position of the United States so weak that the government dare not echo a protest which Italy enforced?